

MAIL.

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

PRICE, \$24 PER ANNUM.

Shipping.

Sailing Vessels.

FOR NEW YORK.

The **A 1 American Ship**
"HIGHLANDER,"
HUTCHINSON, Master, will load
here and will have quick de-
parture.

For Freight, apply to
VOGEL, HAGEDORN & Co.
Hongkong, May 24, 1877.

FOR NEW YORK.
The A 1 American Ship
"THOMAS LORD,"
HALL, Master, will load here
and will have quick despatch
for Freight, apply to
VOGEL, HAGEDORN & Co.
Hongkong, April 26, 1877.

Notices to Consignees.

GERMAN STEAMER ALTONA,
MULLER, Master, FROM LONDON *via*
SINGAPORE.

CONSIGNEES of Cargo by the above
Steamer are hereby informed that
their Goods are being landed and stored
at their risk in the Godowns of the

Undersigned, from whence delivery may be obtained.
 Consignees wishing to take delivery of their Goods from the Boats alongside the Wharf are at liberty to do so.
 Goods remaining in store after the 26th Instant will be subject to rent.
 Optional Cargo will be forwarded unless notice to the contrary is given until 6 o'clock This Afternoon.
 Bills of Lading will be countersigned by

W. M. POSTAU & Co.,
Agents S. S. *Altona*,
Hongkong, June 19, 1877. je2

S. S. *GLENORCHY*,
FROM LONDON AND SINGAPORE.

THE above Steamer having arrived

Consignees of Cargo are hereby informed that their Goods are being landed at their risk and stored in the Godowns of the Underigned, whence and/or from the Wharf or Boats delivery may be obtained. Optional Shanghai and/or Yokohama Cargo will be sent on unless notice to the contrary is received before 10 a.m. Tomorrow.

27th Instant will be subject to rent.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
Agents.
Hongkong, June 20, 1877. je27

NOTICE TO CONSIGNEES.

THE STEAMSHIP "AMBOTO,"
FROM LONDON, PENANG AND
SINGAPORE.

CONSIGNEES of Cargo by the above
Steamer are hereby notified, that the
Cargo will be landed and stored at their
risk into the Godowns of the Undersigned

the Hongkong wharf and godowns, Wanchi), whence and from the Wharf of Boats delivery may be obtained.

Goods remaining in store after the 28th Instant will be subject to rent.

Optional Cargo will be sent on, unless notice to the contrary be received before 4 p.m. To-day.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

MEYER & Co.,

Hongkong, June 21, 1877. Agents. jcs

BARQUE CHINAMAN, FROM LONDON.

THIS Vessel having arrived, Consignees of Cargo are requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate

Cargo impeding the discharge of the
Vessel will be landed and stored at Con-
signees' risk and expense.
DOUGLAS LAPRAIK & Co.,
Agents.
Hongkong, May 21, 1877.

**COMPAGNIE DES MESSAGERIES
MARITIMES.**

NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo are requested to send in their Bills of Lading to the Underaligned for counter signature, and take immediate delivery. This Cargo has been landed and stored at their risk and expense.

No Fire Insurance has been effected.

H. DU POUREY,
Agent.

Ex Hooghly.

R. 50 bags Coffee,.....	from Batavia.
JCM (in diamond) 18 bags }	from Galle.
Cinnamon,.....	
AR 45 kegs Provisions;	
" 2 bales Cotton,.....	" "
" 1 bag Coffee,.....	" "
D 1 cask Wine,.....	from Marseilles;

Hongkong, June 15, 1877.

Intimations.

K WONG HING CHEUNG & Co.,
COAL MERCHANTS,
Have always on hand for Sale every description of COAL at Moderate Prices.
Mr ANYON has been appointed Manager, and all Orders addressed to him at 57, Praya, or to Mr FAT JAK, at 30, Hing Lung Street, will receive immediate attention.
Hongkong, March 19, 1877. mcl9

A THOROUGH CORRESPONDENT
and ARITHMETICIAN Desires an
ENGAGEMENT.
"Activity," care of this Office.
Hongkong, May 26, 1877.

WASHING BOOKS.

WASHERMAN'S BOOKS, for the use
of Ladies and Gentlemen, are now
ready at this Office—Price, 11 each.
CHINA MAIL OFFICE.

To-day's Advertisements.

FOR MANILA.

The Departure of the S. S.
"PENED" is
Postponed until 2 p.m.
TO-MORROW, Saturday,
the 23rd Instant.
For Freight or Passage, apply to
A. MACG. HEATON,
Agent.
Hongkong, June 22, 1877. je23

FOR YOKOHAMA (DIRECT.)

The Steamship
"STATE OF LOUISIANA,"
D. O. JOHNSON, Commander,
will leave for the above Port
on MONDAY, the 25th Instant, at 4 p.m.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.
Hongkong, June 22, 1877. je26

GERMAN STEAMER GALATEA,
Böhm, Master, FROM HAMBURG via
SINGAPORE.

CONSIGNEES of Cargo by the above
Steamer are hereby informed that
their Goods are being landed and stored at
their risk in the Godowns of the Under-
signed, from whence delivery may be ob-
tained.
Consignees wishing to take delivery of
their Goods from the Boats alongside the
Wharf are at liberty to do so.
Goods remaining in Store after the 20th
Instant will be subject to rent.
Optional Cargo will be forwarded on,
unless notice to the contrary is given
before 2 o'clock To-day.
Bills of Lading will be countersigned by
Wm. PUSTAU & Co.,
Agents S. S. Galatea.
Hongkong, June 22, 1877. je29

PUBLIC AUCTION.

The Underigned has received instructions
to sell by Public Auction,
(On account of the concerned.)
TO-MORROW
the 23rd Instant, 1877, at Noon,
At the Godown of ALFRED BROWNE
HARRISON, Esq., No. 14, Lyndhurst
Terrace,
Two Chests MALWA OPIUM,
Also,
At the Godown of Messrs E. D.
SARSON & Co.,
Six Bales Bombay COTTON YARN,
400 lbs. Each.
Ex S. S. "Telavran."
(More or less damaged by sea water.)
TERMS OF SALE.—Cash before delivery
in Mexican Dollars weighed at 7.17.
H. N. MOBY,
Auctioneer.
Hongkong, June 22, 1877. je23

Not Responsible for Debts.

Neither the Captain, the Agents, nor
Owners will be Responsible for any
Debt contracted by the Officers or Crew
of the following Vessels, during their stay
in Hongkong Harbour:—

ROBINA, American 3-m. schooner, Capt.
O. W. Hansen.—Arnhold, Karberg & Co.
HANNAH LAW, British ship, Captain R.
Greig.—P. & O. S. N. Co.
HILKONIMUS, British brig, Capt. T. A.
Koch.—Landstein & Co.
Echo, British barque, Captain Toren.—
Arnhold, Karberg & Co.
ROBT. HENDERSON, British barque, Capt.
John J. Gunn. Vogel, Hagedorn & Co.
BROWN BROTHERS, American ship, Capt.
D. S. Goodell.—P. & O. S. N. Co.
MATCHLESS, American ship, Capt. John
C. Dawes.—Douglas Laprak & Co.

SHIPPING.

ARRIVALS.

June 22, Yungking, Chinese steamer,
from Canton.
June 22, Galatia, German steamer, 1250,
R. Böhm, Hamburg April 9, via ports of
Call, and Singapore June 10, General.—
Wm. PUSTAU & Co.
June 22, Adria, British steamer, 781,
Breze, Bangkok June 14, Roca.—An Yon.
June 22, Caribou, British steamer,
888, H. Wharton, Penang June 4, Singa-
pore 10, and Saigon 17, General.—BUN
SARA.
June 22, Cap Horn, German barque, 401,
J. F. Müller, Hong June 4, General.—
Wm. PUSTAU & Co.
June 22, Bianca Perla, Italian barque,
683, F. Tancredi, Saigon June 11, Salt.—
LANDSTEIN & Co.
June 22, Matchless, American ship, 1153,
J. C. Dawes, Cardiff Feb. 18, Coal.—
DETROIT LAFARRE & Co.
June 22, Marie Louise, French barque,
423, Guilboux, Quinhon June 16, Salt.—
CLARKE & Co.
June 22, Canton, Siamese ship, 779, C.
Kauden, Bangkok June 6, Hard-wood.—
CHINKEZ.

DEPARTURES.

June 21, Ching-ai, for a Cruise.
22, Ningbo, for Canton.
22, Caribou, for Batavia.
22, J. D. Peters, for Manila.
22, Echo, for Chefoo.
22, Glenorchy, for Shanghai.

CLEARED.

A. E. Vidal, for Tientsin.
Iris, for Tournon.
Cheung Hock Kian, for Swatow.
Yungking, for Shanghai.
Washi, for Hoihow.
Diamond, for Foochow.
Hongkong, for Foochow.

PASSENGERS.

ARRIVED.
Per Galatia, from Singapore, Mr Frey,
and 130 Chinese.
Per Adria, from Bangkok, 74 Chinese.
Per Caribou, from Singapore, &c.,
550 Chinese.
Per Marie Louise, from Quinhon, 2
Chinese.

TO DEPART.

Per Cheung Hock Kian, for Swatow, 500
Chinese.
Per Yungking, for Shanghai, 150 Chi-
nese.
Per Washi, for Hoihow, 4 Europeans,
and 30 Chinese.
Per Hongkong, for Foochow, 2 Euro-
peans.

SHIPPING REPORTS.

The German steamer Galatia reports:
Experienced fresh S.W. monsoon to Pa-
daran, from thence to port N.E. and
Northerly winds and fine weather.
The British steamer Adria reports: Light
South-westerly winds and fine throughout.
The British steamer Caribou reports:
Lights variable winds and fine weather
throughout.
The German barque Cap Horn reports:
Fresh S.W. winds to Turnabout, thence to
port light variable winds and fine weather.
The Italian barque Bianca Perla reports:
Light winds and fine weather throughout.
The American ship Matchless reports:
Sailed from Cardiff Feb. 18th, anchored in
Lundy Roads Feb. 19th, and left 22nd
Feb., had West and S.W. winds to Cape de
Verd Islands, and had light N.E. trades
throughout. Crossed the equator in Long.
20° W. 32 days out, and had fresh S.E.
trades to Tientsin de Acunaba. Thence to
St. Pauls 22 days with moderate westerly
winds. After leaving St. Pauls had light
N.W. winds for eight days, got the S.E.
trades in 28° S., and passed Java Head 68
days out, and thence light airs and calms
up the China Sea; off Hongkong was 8 days
becalmed.

The Siamese ship Canton reports: Left
Bangkok on the 8th of June, had calms
and S.W. winds in the Gulf to Pulo Obi.
Passed Pulo Obi on the 11th, and from
thence had moderate variable winds with
occasional westerly squalls to Lat. 18° 25'
N. and Long. 114° E., where we had a
strong gale from E.N.E. lasting 12 hours.
From thence to Port fine weather.

POST OFFICE NOTIFICATIONS.

MAILS will close:—

For SHANGHAI.—
Per YUNGKING, at 0.30 p.m. To-
morrow, the 23rd inst.

For MANILA.—
Per PENED, at 1.30 p.m. To-morrow,
the 23rd inst., instead of as pre-
viously notified.

For SWATOW & AMOY.—
Per CHEUNG HOCK KIAN, at 2.30
p.m. To-morrow, the 23rd inst.

For HOIHOW and HAIPHONG.—
Per WASHI, at 4.30 p.m. To-morrow,
the 23rd inst.

For BANGKOK.—
Per DALE, at 5 p.m., on Saturday, the
23rd inst.

For MANILA.—
Per HOLYWOOD, at 3.30 p.m., on Mon-
day, the 25th inst.

For YOKOHAMA.—
Per STATE OF LOUISIANA, at 3.30
p.m., on Monday, the 25th inst.

MAILS BY THE FRENCH PACKET.—
The French Contract Packet AMAZON,
will be despatched from Hongkong
on SATURDAY, the 23rd Instant,
with Mails to and through the
United Kingdom and Europe, via
Marseilles; to Saigon, Singapore,
Batavia, Galle, Pondicherry, Ma-
dras, Calcutta, Bombay, Aden, Suez,
and Alexandria.

The following will be the hours of closing
the Mails, &c.:—

Friday, 22nd Instant.—
5 p.m., Money Order Office closes. Post
Office closes except the Night Box,
which remains open all night.

Saturday, 23rd Instant.—
7 a.m., Post Office opens for sale of
Stamps, Registry of Letters, and
Posting of all correspondence.

10 a.m., Registry of Letters closes.

11 a.m., Post Office closes except for Late
Letters.

11.10 a.m., Letters (but Letters only)
may be posted on payment of a
Late Fee of 18 cents extra postage,
until

11.30 a.m., when the Post Office Closes
entirely.

Hongkong, June 9, 1877. je23

MAILS BY THE ENGLISH PACKET.—
The English Contract Packet THERAN
will be despatched with the Mails
for Europe, &c., on SATURDAY, the
30th Inst.

The following will be the hours of closing
the Mails, &c.:—

Friday, 29th Inst.—
6 p.m., Money Order Office closes.

6 p.m., Post Office closes except the Night
Box, which remains open all night.

Saturday, 30th Inst.—
7 a.m., Post Office opens for sale of
Stamps, Registry of Letters, and
Posting of all correspondence.

10 a.m., Post Office closes except for Late
Letters. Registry of Letters closes.

10.15 a.m., Letters may be posted with
LATE FEE of 18 cents extra
postage till

11 a.m., when the Post Office Closes
entirely.

11.30 a.m., Letters (but Letters only)
addressed to the United Kingdom
Per Brindisi or to Singapore, may
be posted on board the Packet with
Late Fee of 43 cents extra postage,
till

11.50 a.m., when the Mail is finally
closed.

Hongkong, June 24, 1877. je24

Shipping Intelligence.

The following is corrected from the latest
London and Colonial Papers:—
VESSELS TO ARRIVE

AT HONGKONG.

When left. Name. From. Remarks.

Dec. 22, Bendutha, Cardiff (Spk'n Jan. 27
22, Sophie, New York

Jan. 10, C. R. Bishop, London (Falmouth 17
12, Woodhall, Hamburg

Feb. 5, Carrizal, Cardiff (Hrest Feb. 23
8, Batavia, Hamburg

12, Leading Wind, Cardiff (Spk'n Feb. 27
17, Therese Bahr, Cardiff

19, Cactus O., Cardiff
13, Malpu, Cardiff
27, Gold Hunter, Cardiff (Spk'n Mar. 1
28, Janet Ferguson, Glasgow v. S'pore

Mar. 1, Enid, London
2, Isles of the South, Cardiff
2, Paraca, Cardiff

4, Nimbus, Cardiff
4, Salo, London
4, Penrith, Antwerp

8, Khedive, Antwerp
13, Golden Spur, London
15, Antwerp, London

16, George Croshaw, Cardiff
17, D. McB. Park, Sunderland v. S'pore
19, Victoria, Swansea

19, C. W. Ochofrane, Liverpool
20, Cygnus, Cardiff for Canton
20, Springfield, Cardiff

20, Warrior, Cardiff
20, George, Cardiff
22, Birling (s.), Cardiff

26, May Queen, Cardiff
27, Solandia, Antwerp
28, Fortuna (s.), London

28, Commissary, London
Apr. 6, Rota, Cardiff
8, Sydenham, Cardiff

7, Kalsow, London
10, St. Rimo, Cardiff
10, Adolph, Hamburg

11, Benefactor, New York
11, Woodhall, Antwerp
11, H. S. Sandford (s.), Cardiff

18, Vega, Hamburg
18, Penschav, Antwerp
14, Antipodes, Cardiff

18, Titus, Penarth
May 8, Staghound, Liverpool
4, James Shepherd, London

5, Mikado (s.), London
AT SHANGHAI.
Dec. 27, Undine, London

23, Belled Will, London (Spk'n Mar. 23
23, City of Aberdeen, London

Mar. 8, Oller Ou, Cardiff
10, Sir Lancelot, London
15, Coldstream, New York

24, Wigton, London
25, Isle of Erin, Greenock
Apr. 6, Cores, London

7, Messenger, New York
7, Saracen, New York
10, F. B. Watson, New York

19, Strathairn, Cardiff
19, Rachel, Sydney
20, Moses B. Towers, Newcastle (N.S.W.)

21, Alfred Hawley, Sydney
21, Duke of Abercorn, London
23, Oceana, Sydney

23, Stratheden, Sydney
May 5, Bellona (s.), Hamburg
5, Abbey Cowper, London

AT AMOY.
16, Beattie Morris, Swansea
27, Maxims, Swansea

AT SWATOW.
Dec. 22, Luo, Greenock
AT CHEFOO.
Mar. 7, Alceste, Cardiff (Spk'n Mar. 19
25, Babylon, Newcastle (N.S.W.)

LOADING FOR CHINA AND JAPAN PORTS.
At London.—Steamers via Suez Canal.
Glenfalloch, Lotus.
Lorne, Atholl.

Sailing Vessels.
Wylco, Birchoval.
Melbrek, Ferdinand Brumm.
Kate Carnie, Elmstone.

Lord of the Isles.
At Liverpool.
Achilles (str.), Pilgrim.
Lord Macaulay, Peruvian.

Sophia.
At Newcastle (N.S.W.) for El'kong.
Froort, Crested Wave.
Papillon, J. S. Stone.

At Sydney (for Shanghai).
Black Adder, Serapia.

General Memoranda.

SUNDAY, June 24.—
Noon.—Yess leaves for Coast Ports.

MONDAY, June 25.—
4 p.m.—Hollypod leaves for Manila.
4 p.m.—State of Louisiana leaves for
Yokohama.

Meeting of the Victoria Recreation Club
at the Boat House.

TUESDAY, June 26.—
Goods per Altona undelivered after this
date subject to rent.

WEDNESDAY, June 27.—
Goods per Glenorchy undelivered after
this date subject to rent.

THURSDAY, June 28.—
Goods per Altona undelivered after this
date subject to rent.

FRIDAY, June 29.—
Noon.—General Weekly Sale by Messrs
Lane, Crawford & Co.

Goods per Altona undelivered after this
date subject to rent.

SATURDAY, June 30.—
Noon.—English Mail leaves for Ports
of Call and Europe.

8 p.m.—American Mail leaves for Yok-
ohama and San Francisco.

MONDAY, July 1.—
Noon.—Sale of American barkentine
Rosina, on Board.

FRIDAY, July 13.—
8 p.m.—Occidental & Oriental S. S. Co.'s
Steamer leaves for Yokohama and San
Francisco.

MEMOS FOR TO-MORROW.

Shipping.

Noon.—French Mail leaves for Ports of
Call and Europe.

2 p.m.—Pened leaves for Manila.

Auction.
Noon.—Sale of Opium, at No. 14,
Lyndhurst Terrace.

THE HONGKONG DISPENSARY.

Established A.D. 1841.
香港大藥房

A. S. WATSON & Co.,
FAMILY & DISPENSING CHEMISTS,
WHOLESALE AND RETAIL DRUGGISTS,
IMPORTERS

OF
DRUGGISTS' SUPPLIES, NURSERY REQUI-
SITES, TOILET REQUISITES, ENGLISH,
AMERICAN, AND FRENCH PATENT
MEDICINES.

MANUFACTURERS
OF
Soda Water, Lemonade, Tonic Water,
Gingerade, Potass Water, Sarsaparilla
Water, and other Aerated Waters.

The Manufactory is under direct and
continuous European Supervision.

Hongkong, June 1, 1876.

The publication of this issue commenced
at 7.15 p.m.

THE CHINA MAIL.

HONGKONG, FRIDAY, JUNE 22, 1877.

We notice that the Senior Magistrate
recently ordered a girl, who had been
convicted of some trifling offence, to be
handed over to her mistress for chastise-
ment. It seems that the girl had been
sent by her mistress to fetch some
ancestral tablets that were in prosecutor's
house, and on prosecutor refusing to
permit her to take them away she
deliberately broke, not the tablets, but
a basin. It is a common occurrence in
the police courts at Home to hand children
over to their parents for punishment,
and we presume that in this case the
Magistrate regarded the girl's mistress
as a guardian, entitled to all the privi-
leges of a parent. A child is convicted
of some offence in a police court, and the
Magistrate is unwilling to commit the
offender to prison on account of his youth,
and unwilling to inflict a fine because he
would be thus punishing the parents.
Under such circumstances as these, a
ready way out of the difficulty is to
request the boy's parents or guardians to
give him a thrashing. We see no ob-
jection whatever to servant girls here,
who have misconducted themselves, being
handed over to their mistress for chastise-
ment, except the cruelty that some of
these native women have been known to
exercise towards their girls. We have
had cases in the Police Court here in
which the most brutal cruelty has been
proved to have been exhibited to servant
girls by their mistresses. Some caution
must therefore be extremely desirable in
officially requesting mistresses to punish
their servants. In this particular case,
however, no apprehension whatever could
have existed that the mistress would
exercise undue severity in the chastise-
ment from the fact that she was not the
party aggrieved, and the girl, in com-
mitting the mischief she did, was simply
annoying a person with whom her mis-
tress had quarrelled.

A RECENT number of the Straits Times
contains an article on the local govern-
ment of Saigon, commencing with the
statement that "the Courrier de Saigon
of the 20th May, contains an Ordinance
of ten chapters, authorising the erection
of Saigon into a Municipality, with a
Mayor, two Assistants and twelve Mani-
cipal Councillors." Any one unac-
quainted with the local affairs of Saigon
might naturally infer from this that the
Colony in question is not at the present
moment favoured with a Mayor and
Municipal Councillors, but such an in-
ference would be an error. Saigon was,
we believe, erected into a Municipality
a long time ago, and the last election of
Councillors took place in December last,
when, judging from some of the last
numbers of the defunct paper, L'Inde-
pendant de Saigon, lying before us, this
Colony got into quite a state of excite-
ment over the choice of its local legis-
lators. We have not a copy of the
Courrier referred to by our contemporary
to hand, but should imagine that the
publication of the Ordinance is merely
due to the introduction of some
changes in regard to the Municipal
body, or their duties. Our contemporary
says the French are famous for their ad-
ministrative capacity, and commends the
Ordinance to the attention and study of
the Singapore authorities. We may fol-
low our contemporary's example. There
was at one time considerable discussion
here as to the establishment of a Mani-
pality, and recently we have heard
something of a proposal to grant certain
municipal powers of a modified character
to the Chinese, to enable them to keep
their streets clean and so on, but this
—like many other similar movements—
probably will not get beyond a rumour.
The whole Saigon ordinance, in says the
Times, drawn up with a precision of
language and minuteness of detail
which is characteristic of French
administration, and which might be
copied with advantage by the law-
makers in British Colonies. The

Municipal Council at Saigon is to con-
sist of a Mayor, two Assistants, and
twelve Councillors, all with no pay. Of
the twelve Councillors, eight must be
French born or naturalised subjects, two
natives of the country, and two foreign-
ers, one Asiatic and the other non-
Asiatic. The non-French members of
the Council are nominated by the Gov-
ernor in Council, and the rest of the
Council are elected by vote of the rate-
payers. An ordinary meeting of the
Council is to be held four times a year,
and each meeting will last ten days;
but extraordinary meetings may be con-
voked by the Governor, at the request
of the Mayor, should the interests of the
community require it. The meetings of
the Council are not public, but every
rate-payer may obtain copies of the pro-
ceedings. The Mayor and his Assistants
are nominated by the Governor from
among the Municipal Councillors elected
by the rate-payers. The duties and powers
of the Mayor and the Council are
minutely detailed in two chapters of the
Ordinance. Another chapter is devoted
to the revenue and expenditure of the
municipality, and the manner of impos-
ing and levying rates. Other chapters define
the legal position and liabilities of the
municipality, and lay down the law
regarding the qualifications of electors
and the revision of the electoral lists.

(The *Grasmere* was reported by the S. S.
Glenorchy as bound here)—in lat. 1.20 S.
and long 30.55 W.; April 2nd, Swedish
barque H. B. S. P., from New York for Java,
41 days out, lat. 20.30 S. and long 33.30
W.; May 30, British barque *Belled Will*,
from London for Shanghai.

The following notice to mariners has been
handed to us for publication by the Consul
for the Netherlands.—The Commander of
H. N. M. Surveying vessel *Hydrograph*
reports that in search of the Hippogridic
reef (Gaspar Straits) he found it formed
by four reefs lying in a circle of 1,000 met-
res diameter and in Lat. and Long. as given
in Findlay's Directory for the Indian
Archipelago, China and Japan.

It is the same danger on some charts
mentioned as Sharpshooter's Reef.

Blas-Maton reef has been found in
Lat. 3° 22' 8" S. and Long. 107° 55' 15" E.
bearing Shoal Water Island N. 80° E. at a
distance of about 17 miles.

For the description of these reefs see the
above mentioned Directory.

(Admiralty charts) Gaspar Straits No.
2137.

(Dutch chart) kaart der Gaspar straten
door Bismarck 1873.

The Vice-Admiral Commanding the
Naval force in Netherl. India,
F. L. GRILLING.

Batavia, den 22sten Nov. 1876.

Police Intelligence.

(Before James Russell, Esq.)
June 22, 1877.

LARCENY.
Li Aze and Wong Ashin, grass-cutters,
were charged with stealing a fish from the
stall of a fishmonger at the Central Market.
The defendants were identified as having
been in jail before for petty thefts, 14
days' hard labour each.

ANOTHER LARCENY CASE.
Henry Hankan, a German seaman, was
charged with stealing two sovereigns two
shillings and four six-pences from a seaman
named Henry Buch. The complainant was
a seaman, and was living in a boarding
house. He kept the money in a box, but
it was stolen from him. The prisoner had
a similar box, the lock of which was exactly
alike. The prisoner was seen to open a chest
by a fellow-lodger named Hermann Meyer,
and the money was afterwards discovered to
have been stolen. The prisoner admitted
that he stole it, but urged that he was drunk
and did not know what he was doing. Two
months' hard labour.

CUTTING EARTH.
Tin Long Kwai, a cow-herd, was charged
by Wm. Samuel, a watchman in the employ
of the Surveyor General's Department, with
cutting earth from the lower part of
Kennedy Road. Fined \$1 or 4 days' im-
prisonment.

THE MURDER CASE.
Constantina Ashinsky, a seaman and native
of Genoa, was again brought up for the
wild murder of one Manuel Bae. Mr C.
Y. Creagh, the Acting Captain Superin-
tendent of Police, applied that the prisoner
might be discharged, as there was no evi-
dence against him. The defendant was ad-
journed accordingly.

SUPREME COURT.

IN CRIMINAL SESSIONS.
(Before His Lordship the Chief Justice
Sir JOHN SMITH.)
June 22, 1877.

SUPPLEMENT
TO THE
CHINA MAIL.

HONGKONG, FRIDAY, 22ND JUNE, 1877.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked *A*, near the Kowloon shore *K*, and those in the body of the Shipping or midway between each shore are marked *C*, in conjunction with the figures denoting the sections.

- Section.
1. From Green Island to the Gas Works.
 2. From Gas Works to the Novelty Iron Works.
 3. From Novelty Iron Works to the Harbour Master's Office.
 4. From Harbour Master's to the P. and O. Co.'s Office.
 5. From P. and O. Co.'s Office to Peddar's Wharf.
 6. From Peddar's Wharf to the Naval Yard.
 7. From Naval Yard to the Pier.
 8. From Pier to East Point.

Vessel's Name.	Anchor- age.	Captain.	Flag and Reg.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers								
Amazona	5 c	Mortemard	Foh. str.	2560	June 20	Messageries Maritimes	Marseilles, &c.	To-morrow
Amboto	7 h	Brown	Brit. str.	973	June 2	Meyer & Co.	Shanghai	Wanchai Pier
Cheong Hook Kian	2 c	Webb	Brit. str.	955	June 21	Soon Cheong & Co.		
Cyphrena	4 c	Wood	Brit. str.	1280	June 20	Gibb, Livingston & Co.	Saigon	
Dale	2 h	Thompson	Brit. str.	645	June 18	Yuen Fat Hong	Sangkot	24th, daylight
Emmy	...	Blanco	Span. str.	222	June 3	Remedios & Co.	Shanghai	to D. S. Slip
Galatea	5 c	Böhme	Ger. str.	129	June 22	Wm. Pustan & Co.	Shanghai	to-day
Glenorohy	5 h	Hogg	Brit. str.	1770	June 20	Jardine, Matheson & Co.	Coast Ports	
Mecca	4 c	Johnson	Brit. str.	687	June 19	Top Kes & Co.	Canton	to-day
Naimoa	5 h	Panchard	Brit. str.	862	June 21	Douglas Lapraik & Co.	Manila	to-morrow
Ningpo	5 c	Cass	Brit. str.	761	June 20	Siemssen & Co.	Yokohama	
Penedo	5 c	Jain	Brit. str.	652	June 16	A. McQ. Heaton		
State of Louisiana	4 c	Johnston	Brit. str.	1216	June 9	Jardine, Matheson & Co.		
Thales	...	Coles	Brit. str.	820	May 29	Douglas Lapraik & Co.		
Volga	5 c	Rolland	Foh. str.	1063	June 20	Messageries Maritimes	Shanghai	K'loong Dock
Washi	5 h	Hunter	Brit. str.	265	June 9	Landstein & Co.	Shanghai	Mails
W. Cores de Vries	2 h	Welner	Brit. str.	334	June 4	Hok Moh Leong		
Yungching	4 c	Gibson	Chl. str.	661	June 22	J. M. S. N. Co.		
Sailing Vessels								
A. E. Vidal	3 k	Schreiker	Ger. bqe.	420	June 17	Wieler & Co.	Tientsin	Cleared
A. S. Davis	2 c	Ford	Amer. sh.	1399	June 19	P. & O. S. N. Co.		
Anaxi	4 k	Hill	Brit. bqe.	468	June 4	Adamson, Bell & Co.		
Bronero	4 k	Buzzell	Ital. bqe.	784	June 5	Carlowitz & Co.		
Brown Brothers	1 c	Goodell	Amer. sh.	1493	June 9	P. & O. S. N. Co.		
Cheng Soon	2 h	Cheng Sang	Siam. soh.	220	April 30	Chinese	London	
Chinaman	7 h	McKenzie	Brit. bqe.	690	May 21	Russell & Co.		Wanchai Pier
Daphne	7 h	readrup	Brit. sh.	954	June 13	Meyer & Co.		Jardine's Slip
Danphine	...	Lalonnais	Foh. bg.	327	May 28	order		
Diamant	4 k	Ackemann	Ger. bqe.	356	June 6	Wm. Pustan & Co.	Chetoo	Cleared
Eolo	4 k	Tozer	Brit. bqe.	329	May 7	Jyphant & Co.	New York	
Fleetwing	4 c	Guest	Amer. sh.	915	May 29	Russell & Co.	San Francisco	Ab'deen Dock
Pormosa	...	Hyland	Brit. bqe.	450	June 4	Siemssen & Co.		
Friedrich Perthes	7 c	Kayser	Ger. bqe.	1068	June 24	Vogel, Hagedorn & Co.	San Francisco	
Gryle	4 c	Roberts	Brit. sh.	872	May 29	Russell & Co.	Honolulu	
Harriet N. Carlton	4 c	arkness	Amer. bqe.	1299	April 28	Vogel, Hagedorn & Co.	New York	
Hannah Law	4 c	Graig	Brit. sh.	1352	May 13	Vogel, Hagedorn & Co.	New York	
Highlander	4 c	tutcheson	Amer. sh.	208	May 20	Arnhold, Karberg & Co.	Foochow	Sanda's Slip
Hongkong	...	Oom	Ger. Sm. sc.	506	May 18	Arnhold, Karberg & Co.	Touron	Cleared
Iris	4 c	Ritter	Ger. bqe.	1114	June 16	Melchers & Co.		
Kandianahauer II.	2 h	Zooth	Dut. sh.	1809	May 24	Order		
Leicester	3 h	Oaddy	Brit. sh.	866	June 6	Melchers & Co.		
Lizis H.	3 h	Babson	Amer. bqe.	45	Aug. 18	Insurance Cos.		
Loitner	3 c	Lowie	Amer. soh.	627	June 15	Meyer & Co.		
Oaska	3 c	Scott	Brit. bqe.	698	June 5	Melchers & Co.		
Palentine	3 k	Lant	Am. Sm. sc.	597	June 4	Kin-tye-loon		
Parola	2 h	chwauer	Ger. sh.	985	June 16	Siemssen & Co.		
Polynesta	2 c	Gunn	Brit. bqe.	568	June 9	Vogel, Hagedorn & Co.	London	
Robt. Henderson	4 k	Nicolson	Brit. bqe.	290	June 8	Chinese		
Roderick Hay	3 k	Hansen	Am. Sm. sc.	406	Feb. 28	Arnhold, Karberg & Co.		For Sale
Rosina	3 k	Dik	Dut. bqe.	760	May 25	Melchers & Co.		
Rottendam	4 k	Dudley	Brit. bqe.	576	June 16	Order		
Stanfield	4 c	Miller	Brit. sh.	1159	May 18	Russell & Co.	San Francisco	
Stracathro	3 c	Hall	Amer. sh.	1316	April 12	Vogel, Hagedorn & Co.	New York	
Thomas Lord	3 k	Brown	Brit. soh.	198	June 9	Chinese		
Trevelan Family	3 k	Whiting	Brit. bg.	255	June 17	Chinese	Tientsin	
Victory	3 k	Whiting	Brit. bg.	255	June 17	Chinese		
WHAMPOA								
Bombay	...	Smith	Brit. str.	749	May 9	P. & O. S. N. Co.		
Heironimus	...	Biehl	Ger. bqe.	425	June 21	Wieler & Co.		
Hieronimus	...	Koch	Brit. bg.	232	June 22	Landstein & Co.		

Men-of-war in Hongkong Harbour.

Vessel's Name.	Anchor- age.	Flag.	Class.	Tons.	Guns.	H. P.	Date of Arrival.	Commander.
Cristoforo Colombo	6 c	Italian	gun vessel	2500	...	...	June 16	Napoleone Canavaro
Carlow	5 k	British	gun vessel	774	3	160	May 4	E. J. Church
Hai Chong Ohing	6 h	Chinese	gunboat	...	...	...	June 12	Wing Mou Cheong
Hart	6 h	British	gun vessel	465	4	120	May 6	H. N. Hood
Lol Tay	2 c	Annasmett	gunboat	1200	...	...	June 9	M. Letreire
Meenace	5 k	British	military hospital	2591	...	...	...	...
Modeste	6 c	British	corvette.	1405	14	350	April 13	Alex. Buller, C.B.
Moorhen	6 h	British	gunboat	420	4	60	May 28	John Hope
Patino	K. D.	Spanish	transport	1200	...	...	Feb. 23	Rapallo
Victor Emanuel	6 c	British	Commodore's flag-ship	3087	2	...	...	Commodore Watson

HONGKONG, MACAO AND CANTON RIVER
STEAMERS.

Name.	Tons.	Captain.	Owners.
Fame	117	Stopani	H. & W'poo Dock Co.
Fei Wan	...	...	Capt. Sands
Iohang	700	Martin	Butterfield and Swire
Kin Khan	457	Oary	H. C. & M. S.-boat Co.
Kiu Kiang	617	Benning, T.	H. C. & M. S.-boat Co.
Linta	69	...	Kwok Acheong
Powan	1890	Lefevre	H. C. & M. S.-boat Co.
Saada	37	...	P. & O. S. N. Co.
Sir J. Jeejeebhoy	101	...	Kwok Acheong
Spark	140	Hoyland	H. C. & M. S.-boat Co.
White Cloud	280	Benning, A.	H. C. & M. S.-boat Co.
Yotal	180	Browne	Kwok Acheong

CHINESE GUN-VESSELS IN CANTON
WATERS, &c.

Name.	Tons.	Guns.	H. P.	Commander.
An-lan	431	7	...	J. Godall
Chen-jui	28	1	...	E. F. Collins
Ching-po	150	...	...	Wan Lam Wan
Ching-sing	...	...	...	E. Choy
Chun-hai	233	6	...	...
Peng-chou-hai	600	5	400	A. Fry
Quong-on	180	3	60	Li Ping Tye
Sben-chi	150	5	...	H. Wade
Sul-teing	...	...	...	Stewart
Tehing-taing	150	6	60	Besard
Tien-po	150	6	...	O. De Longneville
Wing-po	600	3	150	Lam Man Wo

FOOCHOW SHIPPING IN PORT.

June 16, 1877.

MERCHANT STEAMERS.	
Conquest	for Wenchow
Delia	British steamer
Gamma	British steamer
Fleur Castle	for London
*Namoa	for Hongkong
Penguli	for London
Viking	for London
MERCHANT SAILING VESSELS.	
Anna	for Melbourne
Carl Ludwig	for Dunedin
Hadida	German barque
Rhoda	for Sydney
Wm. Manson	for Australia
Woolahra	for Shanghai
MEN-OF-WAR.	
Mosquito	British gunboat

SHIPPING IN SHANGHAI HARBOUR.

June 16, 1877.

MERCHANT STEAMERS.	
*Amazona	French
Chlo-se	Chinese
Diomed	for London
Europe	British
*Francis I.	French
*Fujiyama	Chinese
Glenyle	for London
H. O. Orsted	Danish
Han-kwang	Chinese
Hanyang	British
Honan	Chinese
Kiang-piau	Chinese
Kiang-wae	Chinese
Lee Yuen	Chinese
Nanking	American
*Ningpo	British
Sin Naxing	British
* Since left port, or arrived at Hongkong.	

MERCHANT STEAMERS.

Soochow	American
Ta-yu-fung	American
Tobara	British
Tunmin	British
MERCHANT SAILING VESSELS.	
Albert Victor	British barque
Alma	American barque
Carrington	British barque
Charley	British barque
Fitzroy	for London
Forward Ho	for London
H. Bremer	German schooner
John Milton	British ship
John Nicholson	British ship
Katie Pliokinger	American barque
Lady Bowen	British barque
Landerdale	British ship
Lunan	British barque
Oceanla	British barque
Thormopylle	British ship
Vesta	American barque
Windhover	for London

Stella, Miss O., 42, Villery Street, New Orleans.
Stocklin, H. F., Hamburg.
Walter, Charles, Stockton, California.
Walton, G. L. F., Fox Island, Washington Territory.
Washington, Mrs. G., St. Augustine, Florida.
U. S. A.,
West, Wm., Seaman, H. M. S. Victory.
Yee, Geo. J., Poste Restante, Galle.
The above letters have been returned from various places at which the addressees cannot be found. If not claimed within ten days they will be opened and returned to the writers.

China.

FOOCHOW.

(Herald, June 14th)
Tea.—Rather less business has been reported since date of our last issue—transactions in Congou amounting to about 54,000 chests, at from Tls. 7 a 28 per pecul (short); or, for Common to Fair Flavour Tls. 14 a 19, Medium to Good Medium Tls. 20 a 25, Fine Tls. 26 a 30, and Finest Tls. 31 a 35 and Tls. 36 a 38. These rates show a decline of, say, Tls. 13 per pecul in value of common grades, and about Tls. 1 per pecul in value of fine kinds. Medium Pan Yongs and fine Sou Moos have been purchased on easier terms, though in view of the rise in Exchange, and evident eagerness of Teamen to effect sales, the actual gain to operators has been insignificant. A few parcels of Fine Souchong have found buyers, at from Tls. 35 a 38 per pecul (short). Settlements of Fair to Superior Oolong are reported at Tls. 23 a 30, Extra Fine Flavour Pekoe at Tls. 61 a 75, and Medium to Finest Scented Tea at Tls. 25 a 41 per pecul (short).

Total arrivals of Congou... 265,237 chests.
" settlements... 160,696.

Stock, 74,541 chests.

Total arrivals of Oolong... 8,772 a chests.
" settlements... 2,703.

Stock, 5,989 a chests.

Total arrivals of Scented Tea 18,842 boxes.
" settlements... 11,930.

Stock, 4,852 boxes.

Total arrivals of Bouchong 8,912 chests.
" settlements... 789.

Stock, 8,178 chests.

Total arrivals of Flavour Pekoe 1,800 chests.
" settlements... 802.

Stock, 998 chests.

Tea Exports.—To Great Britain—9,425,611 lbs. To Australia—1,738,604 lbs.

Opium.—Moderate business at quotations.

Lead.—Nothing doing.

Freight.—To London, per steamer £3.10. To Australia, per steamer £3.

Vessels Loading.—For London.—Steamers—Penguin, Viking, and Aurora Castle.

For Australia.—Carl Ludwig, Rhoda, Anna, Wm. Manson (sailing vessels) and S. S. Ocean.

Vessels expected to load.—For London.—Steamers—Gadshill, McGregor, Montgomerie, and Scindia; also Forward Ho (Sailing Ship).

SAN FRANCISCO.

May 4th, 1877.

There is going to be a deal of trouble here over the Chinese question. The numerous organizations opposed in every point to Chinese interests, and established openly to extirpate them are not seriously affected, I fear, by the comparatively rapid justice meted out to the murderers and incendiaries at Chicago. The oath which on entering these societies each member has to take, binds them to adopt and aid in carrying out any means for ridding the country of the Chinaman, and the disclosures at Chicago show that this includes incendiarism and murder. There is a strong feeling against the race all over the coast, even amongst respectable people. The newspapers urge punishment against the Chinese murderers, but all agree that the Chinese ought to be cleared out. They do not agree with the ironclad oath of the societies, but they urge legislation in the matter. This is sufficient to lead the anti-coolie clubs to believe that the object is justifiable, and they would trust to influence over the courts, either by political or personal threats, to carry off safely the ringleaders in any movement against the Celestials. I am quite convinced that some day soon you will hear of a riot in San Francisco which will stagger the whole nation. The last two steamers brought between them about 1,800 Chinamen, and this will be quickly noticed by the anti-coolie organization, and it is a few more large batches come it will lead to a movement of a serious nature. The only people who can do legislative action in the matter are so deeply involved in personal considerations in politics that, even if they could not move in a way at variance with the corrupt views of the miserable class who elect the officials of the state, in San Francisco things like this are treated as a joke, until they become serious beyond check. The papers take little notice of the numerous 'hoodlum' clubs in the city, while these quietly work up to a point, and some night the feeling against the Chinese, which is deep and strong, will break out without warning in a wholesale attack on Chinatown, or some other form equally serious. The movement will be so strong as to overbear all authority, and so many officials of one kind and another have associated themselves with the hoodlum element for political purposes, that an investigation afterwards will be quashed in some way and the perpetrators of the outrage will be allowed to go free. The idea that the Chinese should be exterminated or shipped out of the country is so very general that nobody enters into the merits of the case, and when the utter depression in everything which now exists, and which throws many out of employment, shall have led to reformation among the lower classes, who even now commit crime and outrage with impunity, the opinion that Chinese labour is the cause will be acted upon, and no power that I know of in San Francisco will be sufficient to withstand it. Things are not even a nine days' wonder in a place where they head reports of murders with fictitious titles, and put down swindling and forgery as jokes. In San Francisco papers the comic reporters write up the tragedies, and the staff to work up the jokes, all at six dollars a column. I met one of these comic writers the other night. He has to make up funny accounts of all hoodlums

rows and general night-adventures, and besides his pencil and notebook, he carries a pistol, and he has a bowie knife, a dagger, a slungshot, and a loaded stick. If I could not make more than six dollars a column with all this weight about me, I would shoot myself with the pistols, stab myself with the bowie-knife, or knock myself over the head with the loaded stick. But this style of thing is what they call "enterprise" in this enlightened quarter of the globe. Between attorneys that know too much and judges who know too little, between desperate criminals who fear no law and officials who are afraid to administer it, justice is sorely misused, and consequently San Francisco is the paradise of hoodlums. The streets are never safe for respectable people, and the police dare not interfere with the rowdies in their tantrums. The honest member of society is not allowed to carry concealed weapons for his own defence, but when a hoodlum shoots him on the street he is never punished as he deserves, and rarely punished at all.

Stocks are in a fearful state of depression, and I see that the depreciation on twenty-one stocks in April is \$18,600,000, three millions and a-half sterling. I think that investments now are safe, and I am quite sure that money put in to live for a year or two will multiply fabulously. A few hundred dollars will buy a large quantity of stock which may, and I think will, within a year or two be worth twelve to twenty times the amount. Stocks are to-day selling at twenty-five cents which I have seen, in the two years I have been here, at \$18, and in a great excitement they might go far beyond that. There are chances now which may not offer for years, and anybody with a little money which he can risk, cannot do better than place it in mining stocks in San Francisco. It is absurd to suppose that speculation is done. So long as human nature is human nature, and it has remained such for several thousands of years, speculation will go on, and stocks are better gambling tools than cards, because they have the odour of respectability and business. The decline in value of stocks since 1874 is somewhere about \$100,000,000, and people calculated them cheap at the higher figure. The crowd in California seem to grow sadder, and heaven only knows how they live, or how they are going to live now.

What a hopeless existence that hanging round the stockboards must be! It would be a painful and pitiful story if all the tales of the street were told. How many die of overtaxed brains! How many in the sheer desperation of ruin, put a pistol to their heads! How many when the last cent has gone, and the pangs of hunger remain unappeased and unappeasable, go in a fit of dull, helpless insanity, and drop quietly into the bay, to be out of it all! Who cares? I do believe that this is the most unhealthy and demoralized community in the world. Each is burdened with the same weary care, too miserable to have a word of sympathy for his fellowman; or, when everything is up and blooming, so jubilant, so desperately sanguine, that he is equally near insanity; but his joy has no sharer, save in the universal selfishness. What a chapter Dickens could make of the life in San Francisco! People believe in San Francisco's future, I think, a little too much. The new mining districts in Arizona are turning out so fabulously wealthy that I incline to think, by and by, some central city will be established nearer the Colorado River. The wealth of the Arizona mines is incredible,—one that assays from \$1,000 to \$60,000 per ton. I saw a piece of ore the other day, which assayed the last named amount. The gold was studded through it, and I can only say that it made my heart jump, to think what a find it would be, a few tons of that treasure. The Silver-king mine has turned out silver ore which has assayed as high as \$10,000 and \$15,000 per ton, and as the croppings are not scarce through the state, I can quite believe that no mines in the world ever approached in wealth these now being opened in the south. If this turns out true I fancy San Diego or some place nearer the mining region will be established as the centre, and if so, San Francisco, depending on the northern mining territory, will be comparatively low-grade ore, will be No. 2. By and by it is probable that railroad connections will be direct between San Diego and the east, and then this part of the coast will fall more or less into desuetude. One thing is certain, that real estate is discounted for ten or fifteen years in the Green City of the Pacific. Sales of property show little decline as registered in the public records, but prices and values given there are not reliable, for the figure at which a thing is transferred is much affected by the circumstances under which the transfer takes place. As a rule, when stocks are going down people mortgage everything they have to save their securities in broken hands, and nominal values are the result. There can be no doubt, however, that the actual value of land here is much less than it was in spite of vast increase of population, and the number of "Furnished Rooms" to let is a sign that rents are too high to stand long. A break in the mining share-market affects everybody high and low, and the universality of the interest may be inferred from the statement of a certain elevator-boy, that he put his savings into Lady Bryan mine, where they put an assessment on and cleaned him out. Chambermaids, boot-blacks, labouring men of all classes, and women in all conditions of life hold stocks, and a rise in value means unexampled prosperity all over the coast, while a fall means proportionate ruin. It is tempting to speculate, and probably some of your bulls may like to have a try at our big market.—*Shanghai Courier.*

THE RUSSIAN AND TURKISH FLEETS.

Herr Julius von Winkode, writing in the *Algemeine Zeitung*, compares the fleet of Turkey with that of Russia. The Turkish fleet, he says, comprises thirty-one ironclads. Of these four, the *Assiut*, the *Orkhaniye*, the *Hamidieh*, and the *Mahmudiye*, are frigates. Each of them has 6,000 tons burden, sails at the rate of twelve knots an hour, and is armed with sixteen guns, fourteen of which are Armstrongs. These frigates are placed below as well as above the water line; the plates are 18 centimetres thick at the fore part of the vessel, 13.7 at the middle, and 11 only at the stern. The strength of the crews in time of war is about 800 men. All the guns and plates were obtained from England, and the engineers are all Englishmen and Americans. The frigates above described belong to the squadron of Hobarz Pasha, and are now lying ready for sea in the Bosphorus. Of the other ironclads, the casemate ships *Alaudin* and *Menduchio* go at the rate of ten knots an hour, and are armed with fifteen Armstrong guns, and have plates 31.5 centimetres thick in the middle

four older ships of the same kind carry from four to eight Armstrong guns each; three turret-ships, armed with eight Armstrong guns each, and going at the rate of from ten to twelve knots an hour; two turret-monitors for harbour service; and two turrets, each with four heavy guns, and going at the rate of from thirteen to fourteen knots an hour. Turkey also has an ironclad, *Hodila*, for service on the Danube. It consists of five gunboats, with plates from seven to eight centimetres thick, and a turret containing either a smoothbore 68-pounder or a rifled Armstrong 40-pounder; of three low-decked monitors, with two turrets each; of two smaller monitors, with one turret and two Armstrong guns; of two other monitors with a gun each. The wooden ships of the Turkish fleet consist of five screw frigates, with 115 guns; ten corvettes, with 110 guns; and various steam avisos, transport ships, &c. The whole strength of the fleet is 130 ships, 641 guns, and 28,000 men. Many of the ships, however, are old and unfit for service; and Herr von Winkode doubts whether the inferior officers are sufficiently trained, or the men, many of whom are Greeks from the island of Samos and Christian Bulgarians, to be trusted in a war against Russia. The Russian fleet in the Black Sea consists of two ironclad "Popovkas," so-called after their inventor, Admiral Popoff, each armed with very thick plates and four heavy rifled guns, but only available for coast service; four screw corvettes, seven paddle-steamers, and a number of transports, making in all twenty-eight vessels with 103 guns. The corvettes, &c., are all wooden ships, and so long as the Turkish ironclads cruise about in the Black Sea, will have to shelter themselves behind the batteries of Nicoloff. The Russian Black Sea Steam Navigation Company also has about forty steam vessels which it is bound to hold at the disposal of the Government, but they will only be of use for the conveyance of troops and war material. In the Baltic, on the other hand, Russia has thirty large iron-clad ships, eighty-six wooden and iron steamers, and various avisos and transports; making altogether 220 ships, with 600 guns and 18,000 sailors. The Russian navy, thinks Herr von Winkode, is inferior in efficiency to those of most European countries, but it is quite equal to that of Turkey; and if the war is prolonged it is not improbable that Russia will send her Baltic fleet into the Mediterranean, to attack the Turkish harbours of Smyrna, Salonica, &c., and land troops on the Albanian coast. In that case the greater part of the Turkish fleet would have to be withdrawn from the Black Sea, which would be no longer closed to the naval operations of Russia.

THE COSSACKS.

The fighting value, on a modern field of battle, of the Cossack troops of the Czar has yet to be determined; but in any case it cannot be denied that their appearance on parade must be extremely effective. The following is the uniform and equipment of the Cossacks of the Caucasus, as described in a recent number of the *Revue Militaire de l'Etranger*. The upper garment consisted of the Circassian tunic, or *shakman*, fastened down the breast with frogs, with cartridge-cases on the right and left. Beneath this comes the *chakma*, a kind of long waistcoat reaching down below the tunic, and which is of silk when the Cossack is in full dress. The pantaloons are of the same colour as the coat, and the legs are tucked into long boots, which reach up to and sometimes above the knees. The head-dress is the papakka, a cap in shape somewhat similar to the bushy worn in the English army, but made of sheepskin. The several regiments are distinguished from one another by the colour of the *chakma* and the colour of the cartridge-cases being also of the same hue. Thus the regiments of Cossacks of the Kuban wear a black *chakma*, with a red *chakma*, red cartridge-cases, and a red top to the papakka, while in the Terek Cossack corps all these accessories are blue. To protect him from the rain the Cossack carries a large mantle, called a *boukka*, made of a peculiar kind of cloth manufactured in the mountains, which is said to be light, warm, impervious to moisture, and everlasting in wear. By night this *boukka*, which possesses also the invaluable property of driving away all insects and vermin, serves as a bed, and when not in use is rolled up and carried on the back of the horse. The Cossack also wears a *shakman*, a cap made of the same kind of cloth, is the complement of the *chakma*, and is provided with two long tails, which when it rains the Cossack tucks round his neck. In bivouac also the *chakma* is worn as a night-cap.

The arms carried by the Cossacks are the *shakma*, or long mountain sword with no guard to the hilt, and which is worn *en bandoliere*, suspended by a thin leather strap; the *kindal*, or short dagger; two pistols, stuck into a waist-belt, and a *berdan* rifle, similar to that carried by the dragoons of the regular army, but without a bayonet. The horse furniture consists of a light saddle, somewhat resembling in appearance the Arabian pattern, but without the high wooden cant peculiar to this latter. The framework is covered with a skin of soft and exceedingly supple leather; the two girths are broad, but thin leather bands, each about nine inches in width, and are attached to the saddle at a considerable interval apart. A thick woollen rug is placed below the saddle, while, finally, a leather cushion, stuffed with horse-hair, secured on the top of the saddle by a third girth similar to the two already described, forms the seat of the rider. The bridle has only a single rein, the horse moving generally with his head down and his neck stretched straight out. The horses themselves are small, usually about fourteen hands in height, but they are well-proportioned, robust, and able to get through much hard work without knocking up.

MR. G. A. SALA ON ANTI-RUSSIAN PANICS.

The bodies of some eight thousand Englishmen mouldered peacefully in this (Sourat) grave-yard. I fancy that the remembrance of their deaths might moderate the frenzy of the politicians who seem bent on bounding England on to a fresh war with Russia. Surely those politicians must be really young men, or they must have very short memories. I remember the episodes of the Crimean War as though they had happened yesterday for them; as now, I was earning my daily bread by literature and journalism, and the war brought me every day fresh materials for my pen. I was within an ace, in 1854, of going to Sebastopol, but I went to Russia instead. Can you not recall, yet, who are middle-aged, and whose memories are good, those two miserable years between the light at the Alma and the fall of the

Malakoff? Do you remember the Ghost of Derby Day of 1855? Do you remember when, on the cliff at Brighton and the Marine at St. Leonard's, you could scarcely walk ten paces without meeting groups of ladies and children clad in deepest mourning for their fathers, husbands, brothers, sweethearts, and sons? Do you remember the words of the *Sourat* Hospital? Are we to have these years of private agony and bereavement, of public blundering, and mismanagement, over again? I suppose so; glory is a very fine thing. I am only a pekin, a civilian, and I know nothing about glory; but I confess that my blood grows cold, and that my heart sickens, when I hear politicians prating about the "arbitrament of the sword," and "war clearing the atmosphere," and so forth. I never met glory yet, and I don't know what he, or she, is like; but I have met war face to face half-a-dozen times in as many countries. I have looked into the whites, or rather the crimson, of his eyes, and I have gazed upon the sisters who follow him wherever he goes. They are three sisters, and their names are "Disease," "Famine," and "Death." This is, of course, a miserable, wretched and spiritless way of looking at war. I cannot help it. I have seen only war's madness and wickedness; its foulness and squalor. To me it has represented nothing but robbery and profligacy, but famine and slaughter; and I can but think that if the warlike politicians were to witness just half-an-hour of actual warfare, as I have witnessed it in America, in Italy, in Mexico, in France, in Spain, their martial ardour would cool down a little, and they would not be quite so prompt to blow the bellicose trumpets.—*Illustrated London News.*

ON ADVERTISING.

If anything were wanted to prove that advertising is good at all times, it would be the fact that the firm of printing ink-makers that, during the first half of the year just gone, spent some £2,000 in advertising have since this period, irrespective of the known facts, increased their hitherto extensive business fifty per cent. In good times advertising makes business better, and in bad ones, less bad. That business which is not capable of extension deserves to die out, like the snuff of an old-fashioned candle; and the men who are "doing enough," and won't have help to increase their profits, should make way altogether for others. Another set unfrictionally to the true interest of advertising, which blesses the advertiser, newspaper proprietor, and public,—and that is the toast-and-water lot. Men who go in their trade organs "now and then."

There exists among most classes great ignorance upon all points this way, many supposing that advertising only benefits them directly, when the true fact is, that giving publicity to goods really creates, as well as supplies, demands. Another bunch is comprised in those who "leave off advertising for a year" to "see what travellers will do." These are answered by Professor Holloway's experience. He spent so much yearly in advertising, and obtained such a trade for a year, he stopped all his advertisements. Well, he lost more by a falling off in custom, or failing to reach his accustomed increase, than he saved by not advertising; so he never repeated the evil experiment. To cease advertising, even for a quarter, is to take up the thread of an almost forgotten discourse. To be made profitable, advertisements should be attractive; with the salient points in bold type, and in all cases they should be continuous. "Out of sight, out of mind," in a double sense holds true with respect to all advertisements. The rock to steer clear of is niggardiness; "penny wise and pound foolish" ruling firmly in this matter, as with most other of a business kind.—*The Stationer.*

THE ALABAMA AWARD.

There is a good deal of discussion in the papers as to the rights and duties of this country as a neutral in the war between Russia and Turkey, and it may be worth while, apropos of this, to call attention to the fact that there is a not very remote connection between this subject and the disposition of the Geneva award. In case of any war in which the Western European powers are concerned, it is very possible that American cruisers will be sold to some of the combatants, and many of the same questions will arise which were involved in the *Alabama* case. Thus far we have involved ourselves in no neutral obligations which did not exist at the outbreak of the Rebellion, but if we hand over any of the Geneva award under an act of Congress to any of the present claimants other than England or the insurance companies, we may involve ourselves in very ugly consequences. To hand the money over to the "war-premium men," would make it very difficult for us, in any future controversy of the same kind with England, to escape liability for the general increase of cost of insurance caused by war; to pay it over to those who lost by the "sunk-and-captured" would be dangerously like an admission of liability in any such controversy be it whether negligent or not; to keep it in the Treasury would equally resemble an admission of a responsibility for "national" losses. We are not belligerents now, but neutrals, and it would not be at all agreeable or convenient to have the rules of international law, as laid down in the treaties of Mr. Bancroft Davis, formally adopted by Congress. Mr. Everett ought to understand this as well as anybody.—*the York Nation.*

DISAPPOINTED LOVE AT 75.

Ann Vibert, aged 75, and Richard Hampton, aged over 80, at the Bodmin Assizes, on Tuesday, for damages for Breach of Promise of Marriage. Judge Hawkins presided in the *Nisi Prius* Court. Mr. Cole, Q.C., with Mr. St. Aubyn, appeared for plaintiff; Mr. Charles for defendant. Mr. Cole, in his opening, said that plaintiff had two or three cottages left her by her late husband, who was a cabinet maker, and defendant had an annuity of £12 a year and £800 in the bank. The parties had been acquainted in early life, and in April of last year they met at the house of a mutual friend at Ludgvan. Some one there suggested that they should "make a match of it," but plaintiff at first regarded it merely as a joke. Subsequently, however, defendant formally proposed to her, and then she accepted him. Defendant did not attempt to deny the promise, but alleged that the match was broken off by the plaintiff herself, but he would ask the jury to say whether it was at all likely that without any

cause whatever she would throw away the chance of a comfortable home such as the defendant was in a position to offer her. The appearance of plaintiff, an aged widow, instead of a blooming damsel, created much surprise and amusement. She said her husband died about five years ago and left her "three little small houses." She knew defendant when he was very young and met him in Ludgvan parish in April last. Mrs. Eddy, a neighbour, was there, and she said defendant wanted to have her (the plaintiff)—(laughter). Witness was so old that she thought it was not right she should have any one at that time, and said it was a joke—(laughter). Defendant was ten years younger than she, and he was the wrong side of 60—(laughter). Some time after defendant called on her and asked her to marry him, and she accepted him—(laughter). He put up the banns in St. Erth Church, and he came to live near me, in order that he may carry on his courtship with me. "more comfortably" (renewed laughter). I went to Penzance to get the wedding ring about three weeks before the wedding day, and the defendant gave me £5 to buy a bonnet and a wedding dress. He also gave me £2 to buy a cake, some beef, and a gallon of brandy, and we were going away to spend the honeymoon—(loud laughter). On 31st July he slept in my bed, but when the time came he "made out to be bad," and said to me "give me a dish of tay, for God's sake"—(continued laughter). The man who was going to drive us off wouldn't wait any longer, and when he was gone the defendant got up and went away. Defendant told me that he had £800 in Bolitho's Bank and £450 in bank. I was quite ready and willing to marry him, and had everything ready. We had a quarrel on the Sunday before the wedding-day. It was all about a beef-steak-pie—(loud laughter). I made him a beef-steak-pie for his dinner, and said it was so salty that he couldn't eat it—(laughter). He did eat it though, and then he said it made him dreadfully ill—(renewed laughter). I remember telling Jane Potter that the marriage had gone off, but I did not say it was my doing. Of course, if he wouldn't have me I couldn't have him—(laughter). Richard Potter never told me that I had gone too far with the old man, and I never told Potter that I could not tend the poor man. His Lordship—I suppose he couldn't get over the salt beef-steak-pie—(laughter). Plaintiff—He was ill at all. Mr. Cole—Perhaps it was the brandy, and not the pie—(laughter). His Lordship—Did you give him any tea when he asked for it?—Yes, I would have done anything to make him better because you see, I could have gone to the church in about five minutes—(loud laughter). Mr. Charles—Did you say anything to him when he refused to go to church?—I didn't say very much to him; he was in such a miserable, wretched way about the marrying. He couldn't bear the thoughts of it—(laughter). His Lordship—Did he tell you so?—Yes, but he said he would live there without marrying—(roars of laughter). A couple of witnesses having been examined in confirmation of the promise to marry, ended the case for the plaintiff. Defendant was then introduced—a cripple, who said his age was 67 and plaintiff's 77. He had been crippled eight years; had never been married before, but that when he met the plaintiff one day he told her that he wanted a home very badly, and she said she wanted a company—(laughter). He then said, "Give you will put my soul in the right way," and he asked her if she could tend him. Plaintiff replied, "Yes, and cure your leg for 'ee"—(laughter). Afterwards she told him to bring down his things, and then she would have him. He paid her 1s 3d a week to sleep in one of her houses, and he gave her some money to buy a bonnet and a wedding dress. On the Sunday before the day fixed for the wedding the plaintiff made a beefsteak pie. He remembered that very well—(laughter)—but the Friday before that she said she did not think she should marry him now, because she felt very poorly. His Lordship—That was on the Friday before the beefsteak Sunday—(laughter). Yes, she also said on the Saturday that she would not marry me. She made the beefsteak-pie on the Sunday. "Twas like brine—(laughter)—and I put some water with it to make it fresher; I only ate two spoonfuls, and then it made me bad. I was in and out of bed a dozen times—(loud laughter)—and had to take bramble leaf tea to stop it—(continued laughter). I believe "Nanny" gave me the stuff to prevent my going to the person to see about the wedding. I was willing to marry her on the Monday, but she would not have me then. I told her I wouldn't have it happen for any money, and that I should be ashamed to show my face out of doors. I have told her since that I would marry her, but it was all no good—(laughter). I was very bad on the wedding morning. I have only 21 a week to live on. In cross-examination by Mr. Cole as to his means, he was cross-examined; at first he denied that he had any money in Bolitho's Bank, then he said he might have a little, and finally admitted that he had £400, and he would not swear that he had not £700. An important witness or two was called, and the jury, after being looked up two hours, gave a verdict for plaintiff—£10 damages. The question of costs deferred.—*Cornwall Paper.*

THE CLAQUE.

(Theatre).

The Claque is an organisation for the purpose of insuring the success of dramatic representations, whether good or bad, and the word is derived from the French verb *claque*,—to clap the hands. In France the Claque, though it has never attained these formidable proportions, is none the less an institution of great importance; and though its existence is well known, and although it pursues its calling with nearly the same publicity as a charitable society, no great public effort seems to have been made to counteract its influences and stamp out the obnoxious pest. But, indeed, fraud is never more successful than when it is practised openly and unabashed. It is very strange, but people somehow will much more readily allow themselves to be circumvented by the loud assertions and the familiar leg-germain of a Cheap John who regularly visits their fair, and whom they know to be a cheat, than by the honest-sounding offer of a knave who essays to play the card-trick among them for the first time. In certain theatres as many as two complete companies of Claqueurs have been known to be performing their functions at the same time. The scientific organisation of the Claque as an official and recognised institution, so to speak, is almost of equal date with the introduction of seats into the pit. Hired applauders, writes Andreux in a note to the *Allemagne*

of Mdlle. Clairon," being no longer able to conceal themselves among the audience after standing in the pit was done away with resolved to show an open front, and to constitute themselves into a sworn confederacy. "The Claque," said Ellevion, "is as necessary in the centre of the pit as the great lustre is in the middle of the roof." Many are of his opinion still. In recent times a *Chef de Claque* has been known to sell his services for 50,000 fr.

The Claqueurs are sometimes called Romans from their organisation after the manner of the Roman legions, and *Chevaliers du Lustre* (Knights of the Central Gas Bracket) from the place they occupy in the theatre. They have a commander (*chef*) and lieutenants. The staff consists of *Intimes*, or habitual Claqueurs, who enter free; *Laveurs* (from *laver*, in theatrical slang meaning "to sell"), who pay reduced entry-money; and *Solitaires*, or theatre-goers, who, in order to gain their seats in good time, are allowed, on paying, to enter with the Claque, on condition merely of not hissing.

Among leaders of the Claque who have attained a very high reputation, MM. Santon and Porcher must be placed in the rank. Curious among the literature, also, of this singular profession is the "Mémoires d'un Claqueur, contenant la Théorie et la Pratique de l'Art des Succès," &c., par Robert (Castel), ancien Chef de la Compagnie des Assurances Dramatiques, Chevalier du Lustre, Commandeur de l'Ordre du Bâtiment, Membre affilié de plusieurs Sociétés claqueuses, &c. Paris: Constant Chantpie. 1829. Svo. Santon's *modus operandi* may be briefly described. Claqueurs were always at the back and call of the manager. Each had a special function assigned to him. The "commis" loudly expatiated upon beauties of detail; the "rien" laughed at every good "thing"; the "pleurer" wept at pathetic *en droits*; the "châtonneur" kept his neighbours amused; the "baiser" encored.

Some idea may be formed of the ludicrous seriousness with which the Claqueurs look upon their calling by the following letter which was addressed to Mdlle. Rachel. That lady was to take a new part, and her first appearance was greeted with great applause; but on the second night popular estimation seemed to have diminished, which caused Mdlle. Rachel to complain that the hirings had not done their duty. It turned out that the leader had been ill that evening, and that his place had been supplied by a *confère* from another theatre. This man wrote to the complaining actress thus:—

"Mademoiselle, I cannot remain under the obliquity of a reproach from such lips as yours! The following is an authentic statement of what really occurred. At the first representation I led the attack in person no fewer than thirty-three times. We had three acclamations, four hilarities, two thrilling movements, four renewals of applause, and two indefinite explosions. In fact, to such an extent did we carry our applause, that the occupants of the stalls were scandalised, and cried out, 'A la porte!' My men were positively attenuated with fatigue, and even intimated to me that they could not again go through such an evening. Seeing such to be the case, I applied for the manuscript, and after having profoundly studied the piece, I was obliged to make up my mind for the second representation to certain curtailments in the service of my men. I, however, applied them only to MM. and if the office hold affords me the opportunity, I will make them ample amends. In such a situation as that which I have just depicted, I have only to request you to believe firmly in my profound admiration and respectful zeal, and I venture to entreat you to have some consideration for the difficulties which surround me."

Quotations.

HONGKONG, June 22, 1877.

OPIMUM.—New Patna, cash... \$567½
" credit...
" Old Patna, cash... 555
" credit...
" New Benares, cash... 540
" credit...
" Old Benares, cash... 555
" credit...
" New Malwa, cash... 575
" credit... 580
" Allowance Telsa, 24 a 48
" Old Malwa, cash... 585
" credit... 60
" Allowance Telsa, 30 a 48

C. M. PHOR, ... 18.80 a 19.00
QUICKSILVER, ... 62.50 a 63.50
SALPETRE, ... 7.10 a 7.75

Exchange.

Bank, on demand, ... 8/11½
" 30 days' sight, ... 4/0½
" 6 months' sight, ... 4/0½
Credits, ... 4/0½
Documentary, 6 months' sight, ... 232
Bombay, demand Rupees, ... 253
Calcutta, demand, ... 744
Shanghai, 30 days, ... 754 a 7
Bar Silver, 17, dwts. B., ... 8 prem.
Mexican, ... 25.50
Gold Loan ... 4.1
English Sovereigns ... 4.98
Australian Sovereigns ... 4.96
Discount, ... 9 a 11

Shares.

Hongkong Bank, 37 prem.
Union Ins. Society of Canton, 750
China Traders' Ins. Co., 62,600
Chinese Insurance Co., \$240
Yankze Ins. Association, Tls. 710
H.K. Fire Ins. Co., \$570
China Fire Ins. Co., \$150
H.K. & W. Dock Co., 22½ dia.
H.K. O. & M. S. Boat Co., 5 a 7½ dia.
Shanghai Steam Navigation, Tls. 20
Hongkong Gas Co., 87½
Chinese Imperial Loan, \$108

Temperatures.

Taken at Messrs. Paine's & Co.'s Observatory, Queen's Road.

HONGKONG, June 22, 1877.
Barometer—9 A.M. ... 29.950
Do. 1 P.M. ... 29.910
Do. 4 P.M. ... 29.870
Thermometer—9 A.M. ... 85½
Do. 1 P.M. ... 87
Do. 4 P.M. ... 88
Do. (Wet bulb) 9 A.M. ... 85
Do. Do. 1 P.M. ... 85½
Do. Do. 4 P.M. ... 85
Do. Maximum ... 87
Do. Minimum over night ... 84

Mails.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANÇAIS.
STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
POINT DE GALLE, ADEN, SUEZ,
ISMAILIA, PORT SAID, NAPLES,
AND MARSILLES;
Also,
PONDICHERY, MADRAS, AND
CALCUTTA.

ON SATURDAY, the 23rd June, 1877, at Noon, the Company's S. S. *AMAZON*, Commandant MONTAUDO, with MAILS, PASSENGERS, SPECIES, and CARGO, will leave this Port for the above places.
Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.
Shipping orders will be granted till noon, 4 p.m., Specie and Parcels until 3 p.m. on the 22nd June, 1877. (Parcels are not to be sent on board; they must be left at the Agency's Office.)
Contents and value of Packages are required.
For further particulars, apply at the Company's Office.
H. DE POUEY, Agent.
Hongkong, June 9, 1877. je23



STEAM FOR
Singapore, Penang, Point de Galle,
Aden, Suez, Malta, Brindisi,
Ancona, Venice, Mediterranean
Ports, Southampton,
and London,
Also,
Bombay, Madras, Calcutta, and
Australia.

THE PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY'S Steamship
THEERAN, Captain JOHNSON, will leave
this on SATURDAY, the 30th June, at
Noon.

For further Particulars, apply to
A. LIND, Superintendent.
Hongkong, June 18, 1877. je20

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP
COMPANY.

THROUGH TO NEW YORK, VIA
OVERLAND RAILWAYS, AND TOUCHING
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamer *CITY OF
TOKYO*, will be despatched for San
Francisco, via Yokohama, on SATURDAY,
the 30th Instant, 1877, at 3 p.m., taking
Passengers, and Freight, for Japan, the
United States, and Europe.
Through Passenger Tickets and Bills
of Lading are issued for transportation to
Yokohama and other Japan Ports, to San
Francisco, to ports in Mexico, Central and
South America, and to New York and
Europe via OVERLAND RAILWAYS.
A Steamer of the Mitsui Bishi S. S. Com-
pany will leave Shanghai, via the Inland Sea
Ports, about same date, and make close
connection at Yokohama.

At New York, Passengers have selection
of various lines of Steamers to England,
France and Germany.
Freight will be received on board until
4 p.m., 29th June. Parcel Packages
will be received at the office until 5 p.m.
same day; all Parcel Packages should be
marked to address in full, value of same
if required.

Consular Invoices to accompany Overland
Cargo should be sent to the Company's
Offices in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.
For security's sake, Shippers of Overland
Cargo are requested to endorse on the
Envelope the Marks and Nos. of Packages
Shipped, to correspond with those in their
Bills of Lading.

For further information as to Passage
and Freight, apply to the Agency of the
Company, No. 9, Praya Central.
RUSSELL & Co., Agents.
Hongkong, June 18, 1877. je30

Occidental & Oriental Steam-
Ship Company.

TAKING THROUGH CARGO AND
PASSENGERS FOR THE UNITED
STATES AND EUROPE,
IN CONNECTION WITH THE
CENTRAL

UNION PACIFIC AND CONNECTING
RAILROAD COMPANIES

ATLANTIC STEAMERS.

THE S. S. *"HARLON"* will be de-
spatched for San Francisco via Yokohama,
on FRIDAY, the 18th July, at
8 p.m., taking Cargo and Passengers to
Japan, the United States and Europe.
Connection is made at Yokohama, with
Steamers from Shanghai.
Freight will be received on Board until
4 p.m. of the 12th Proximo. PARCEL
PACKAGES will be received at the Office
until 5 p.m. same day; all Parcel Packages
should be marked to address in full, value
if same is required.

Return Passage Tickets available for 6
months are issued at a reduction of 20 per
cent. on regular rates.
For further information as to Freight
on Passage, apply to the Agency of the
Company, No. 37, Queen's Road Central.
G. B. EMORY, Agent.
Hongkong, June 29, 1877. je19

INSURANCES.

THE CHINA FIRE INSURANCE
COMPANY, LIMITED.
HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of
China and Japan, and at Singapore,
Saigon and Penang.
Risks accepted, and Policies of Insurance
granted at the rates of Premium current at
the above mentioned Ports.
NO CHARGE FOR POLICY FEE.
JAS. B. COUGHTRIE,
Secretary.
Hongkong, November 1, 1871.

LANCASHIRE INSURANCE
COMPANY.

(FIRE AND LIFE.)
CAPITAL—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant
Policies against the Risk of FIRE on
Buildings or on Goods stored therein, on
Coals in Matabeds, on Goods on board
Vessels and on Hulls of Vessels in Har-
bour, at the usual Terms and Conditions.
Proposals for Life Assurances will be re-
ceived, and transmitted to the Directors
for their decision.
If required, protection will be granted on
first class Lives up to £1000 on a Single
Life.

For Rates of Premiums, forms of pro-
posals or any other information, apply to
ARNHOLD, KARBURG & Co.
Agents Hongkong & Canton.
Hongkong, January 4, 1867.

ROYAL INSURANCE COMPANY.

THE Undersigned, Agents for the above
Company, are prepared to grant In-
surances at current rates.

MELCHERS & Co.,
Agents, Royal Insurance Company.

CHINESE INSURANCE COMPANY.
(LIMITED.)

NOTICE.
POLICIES granted at current rates on
Marine Risks to all parts of the World.
In accordance with the Company's Articles
of Association, Two Thirds of the Profits
are distributed annually to Contributors,
whether Shareholders or not, in proportion
to the net amount of Premiums contributed
by each, the remaining third being carried
to Reserve Fund.

OLYMPHANT & Co.,
General Agents.
Hongkong, April 17, 1873.

QUEEN FIRE INSURANCE
COMPANY.

THE Undersigned are prepared to grant
Policies against Fire to the extent of
£45,000 on Buildings, or on Goods stored
therein, at current local rates, subject to a
Discount of 20% on the Premium.

NORTON & Co.,
Agents.
Hongkong, January 1, 1874.

NORTH BRITISH & MERCANTILE
INSURANCE COMPANY.

Incorporated by Royal Charter and
Special Acts of Parliament.

ESTABLISHED 1809.
CAPITAL £2,000,000.

THE Undersigned, AGENTS at Hongkong
for the above Company, are prepared to
grant Policies against FIRE, to the extent
of £10,000 on any Building, or on
Merchandise in the same, at the
usual Rates, subject to a discount of 20
per cent.

GILMAN & Co.,
Agents.
Hongkong, July 6, 1875.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER
of
His Majesty King George The First,
A. D. 1720.

THE Undersigned having been appointed
Agents for the above Corporation are
prepared to grant Insurances as follows—

Marine Department.
Policies at current rates payable either
here, in London or at the principal Ports
of India, China and Australia.

Fire Department.
Policies issued for long or short periods at
current rates. A discount of 20% allowed.

Life Department.
Policies issued for sums not exceeding
£5,000 at reduced rates.

ROLLIDAY, WISE & Co.,
Hongkong, July 26, 1872.

MANCHESTER FIRE ASSURANCE
COMPANY.

THE Undersigned Agents are in receipt
of Instructions from the Board of
Directors authorizing them to issue Policies
to the extent of £15,000 on any one first
class risk, or to the extent of £15,000 on
adjoining risks at current rates.
A Discount of 20% allowed.

ROLLIDAY, WISE & Co.,
Hongkong, January 8, 1875.

MANCHESTER FIRE ASSURANCE
COMPANY OF MANCHESTER
AND LONDON.

THE Undersigned have been appointed
Agents for the above Company at
Hongkong, Canton, Poochow, Shanghai
and Hankow, and are prepared to grant
Insurances at current rates.

ROLLIDAY, WISE & Co.,
Hongkong, October 14, 1874.

INSURANCES.

NOTICE

LONDON & ORIENTAL STEAM
TRANSIT INSURANCE CO.

THE BUSINESS of this COMPANY has
This Day been Transferred to THE
MARINE INSURANCE CO., of 20, Old
Broad Street, LONDON.

By Order of the Proprietors,
WILLIAM HUNT,
Secretary.
137, Leadenhall Street,
LONDON,
1st January, 1877.

THE MARINE INSURANCE CO.
20, Old Broad Street,
LONDON,
1st January, 1877.

ESTABLISHED 1836.
CAPITAL £1,000,000 STERLING.
RESERVE FUND £340,000

WITH Reference to the foregoing Adver-
tisement THE MARINE INSURANCE
CO. has This Day taken over the
Business of the LONDON & ORIENTAL
STEAM TRANSIT CO., and has Appointed
Mr. A. McIVER as its AGENT in Hong-
kong.

By Order of the Board of Directors,
ROBERT J. LODGE,
Manager.

THE Undersigned is prepared to Accept
Risks and issue Policies on behalf of the
MARINE INSURANCE CO. by any First Class
Steamer.

A. McIVER,
Agent of the Marine Insurance Co. of
London.
Hongkong, February 16, 1877. au17

THE ON TAI INSURANCE COM-
PANY, LIMITED.

CAPITAL TALES 400,000, EQUAL TO
\$555,555.10.

Directors.
LEE SING, of the Lai Hing Firm.
CHAN SEUNG LUI, of the Lai Yuen Firm.
WONG YEE FUN, of the Chun Cheong Wing
Firm.

LOO YEE, of the Yee On Firm.
FONG SOY FUNG, of the Tung Sang Wo
Firm.
WONG FAK CHEONG, of the San Tye Lee
Firm.
PUN PONG, of the Wy Sing Firm.

Manager—HO AMEL.

MARINE RISKS on Goods, etc., taken
at CURRENT RATES to AUSTRALIA,
CALIFORNIA, MANILA, SINGAPORE, SAIGON,
PENANG, and to all the TREATY PORTS OF
China and Japan.

HEAD OFFICE, 48, Bonham Strand,
Hongkong, June 1, 1877.

Intimations.

Now Ready.

"THE CHINA REVIEW,"
No. 6, Vol. V.

Annual Subscription, Six Dollars and
a Half.

CONTENTS.
Chinese Natural Theology.
Notes on Chinese Grammar.
Deer-Stalking in China (Concluded from
page 224.)
Chinese Etymology, with a List of Prime-
tives and Key to Sino-Wan.
Brief Sketches from the Life of K'ung-ming.
On the Twenty-eight Constellations.
Short Notices of New Books and Literary
Intelligence.
Collectanea Bibliographica.
Notes and Queries.
The "King Kiao" or Nestorian Religion.
The Shan of the King of Chu.
Tonic Solfa Notation in China.
Rats a Delicacy.
Domestic Torture.
Do.
Esop's Fables in Sanskrit and Chinese.
Books Wanted, Exchanges, &c.

Chinese Mail Office,
Hongkong, May 12, 1877.

NOW READY.

YUEN-SHUI, or, THE RUINER OF
NATURAL SCIENCE IN CHINA. By Dr.
E. J. EYRE. One Volume. 8vo. Price,
\$1.50.

BUDDHISM, ITS HISTORY, THEORY AND
POPULAR RELIGION, in three Lectures.
By Dr. H. J. EYRE. Second Edition. One
Volume. 8vo. Price, \$1.50.

Orders will be received by Messrs Lane,
Crawford & Co.
Hongkong, July 31, 1873.

NOTICE

THE CHINESE MAIL.

FROM and after the Chinese New Year's
day (February 17, 1874) the Chinese
Mail will be issued DAILY instead of
WEEKLY as heretofore. No change, how-
ever, will be made in the price of subscrip-
tion, which will remain at \$4 per annum.

The charges for advertisements are now
assimilated to those of the Chinese Mail.
The unusual success which has attended
the Chinese Mail makes it an admirable
medium for advertisers.

The Conductors guarantee an extensive
circulation of one thousand copies. It is
already the most influential native journal
published, and enjoys considerable prestige
at the Ports of China and Japan, and at
Singapore, Penang, Calcutta, San Fran-
cisco and Australia.

For terms, &c., address
MR. CHUN AYIN,
Manager.

Chinese Mail Office,
17th February, 1874.

Intimations.

THE CHINESE MAIL.

TERMS OF ADVERTISING IN THE
Chinese Mail.

TWO cents a character for the first 100
characters, and one cent a character
beyond the first 100, for first insertion, and
half price for repetitions during the first
week. Subsequent weeks' insertions will
be charged only one half the amount of the
first week's charge. Advertisements for
half a year and longer will be allowed a
deduction of 25 per cent on the total amount,
and contracts for more favourable terms
can be made.

Efforts have been made to establish
Agents for circulating the Chinese Mail in all
the ports and in the interior of China, all
the ports in Japan, in Saigon, Singapore,
Penang, Calcutta, Batavia, Manila, the
Philippines, Australia, San Francisco, Peru
and other places which Chinese frequent.
When the list of Agencies is completed,
it will be published. Agents have been
already established in most of the above
places, and in important ports more than
one agent has been appointed at each.

CHUN AYIN,
Manager.
Hongkong, February 23, 1874.

NEWS FOR HOME.

The Overland China Mail.
(The oldest Overland Paper in China.)

PUBLISHED AT THE "CHINA MAIL" OFFICE
IN TIME FOR THE ENGLISH MAIL.

Containing from 72 to 84 columns of closely
printed matter.

THIS Mail Summary is compiled from
the Daily China Mail, is published
twice a month on the morning of the
English Mail's departure, and is a re-
cord of each fortnight's current history
of events in China and Japan, con-
tributed in original reports and collated
from the journals published at the various
ports in those countries.

It contains Shipping news from Shanghai,
Hongkong, Canton, &c., and a complete
Commercial Summary.

Subscription, 60 cents per Copy (postage
paid 5 cents.) \$12 per annum (postage
paid \$18.50.)

Orders should be sent to GEO. MURRAY
BAIN, China Mail Office, 2, Wyndham
Street, not later than the evening before the
departure of the English Mail Steamer.

Terms of Advertising, same as in Daily
China Mail.

THE HONGKONG CHINESE MAIL.

THE Circulation of THIS PAPER has
been very much extended. The fol-
lowing are some of its Agents:

Macao.—Man Onuen Shop.
Canton.—Sing Onuen Native Post Office,
Luen Hing Street; Ohul Heng Low Hotel,
Luen Hing Street; Kwong Tin Fat Shop, Yan
Tat Street; Mr Sit Onuen Fan, Tung Wen
Kwan; Yuen Fong Shop, in front of the
Provincial Treasurer's Yamen; How Yuen
Shop, Small Market Street, New City; Yee
Cheung Photograph Shop, Honam; Kwai
Heng Shop, Sin Cheong, Honam.

Suato.—Sui Cheong Hong; Woh Shun
Loong Hong.
Amoy.—Chin Cheong Hong, Mook Kik
Street.

Poochow.—Mr Yü Ching Cheong, Foo
chow Arsenal; Mr Lum Kwok Ching, Mar-
time Customs.

Shanghai.—Mr Ng Ching Shun, Mar-
time Customs; Mr Ho Yee Chuen, Mar-
time Customs; Mr Chun Sing Hoi, Messrs
Jardine, Matheson & Co.; Mr Kwong
Chuen Fook, Educational Mission School;
and Mow Sing Sang Kee shop.

Ningpo.—Mr Sung Min Chee, Maritime
Customs.

Hankow.—Yee Hing Hong.
Chefoo.—Yee Shun Hong.

Japan.—Mr Leong Chun Tong, Mun-
icipal Office, Yokohama.

Singapore.—Wohang Hong.
Singapore.—Ting Kee Hong; Kwong
Boon Sang Hong.

Penang.—Yow Wing Fong; Argus Office.
Calcutta.—Mow Sing Company.

San Francisco.—Kwong Fong Tai Hong.
The above are some of the Agencies;
others will be published, when they are
arranged for. Negotiations are in progress
with the express couriers who carry the
official despatches and Peking Gazette, to
circulate the Chinese Mail in the interior of
China.

Hongkong, March 10, 1874.

To Let.

THE Dwelling House and Office No. 1,
D'Aguilar Street, lately in the occu-
pation of Messrs DOUGLAS LAPRAIK & Co.

The Dwelling House No. 1, Alexandra
Terrace. Possession from the 1st June
next.

Apply to
DOUGLAS LAPRAIK & Co.
Hongkong, May 16, 1877.

TO LET.

HOUSE Nos. 8 and 9, Seymour Terrace,
House No. 10, Albany Road, lately
occupied by the Rev. R. H. Kibb.

"Bimsee Villa," Pok-foo-lum, Furnished.
DAVID SASSOON, BONS & Co.
Hongkong, February 15, 1877.

TO BE LET.

THE Premises No. 88, Queen's Road,
late in the occupation of THE BOXERO
COMPANY, LIMITED.

Apply to
TURNER & Co.
Hongkong, May 19, 1877.

HONGKONG MARKET PRICES.

Corrected to Saturday, June 18, 1877.

At 1110 Cash per Dollar Mexican.

PRICES
Highest
Lowest
Cash.

Butcher Meat.

Bacon, English, lb. 450 400

" Amer. Sugar-cured, 300 250

" Fenchow, 160 140

Beef, sirloin and prime cut, cy. 160 150

Beef Corned, 150 140

" Roast, 150 140

" Soup, 100 90

" Steak, 160 150

Bullocks' Brains, per set 60 50

" Tongue, fresh, each 275 250

" " corned, 320 300

" Head, 600 500

" Heart, 160 140

" Hump, Salt, 110 100

" Feet, 50 40

" Kidneys, 60 50

" Tail, 100 90

" Liver, 80 60

" Tripe (undressed), 50 40

Calves' Head and Feet, set 500 400

Hams, American, lb. 300 280

" Chinese, 180 170

" English, 380 340

Mutton Chop, 190 180

" Leg, 190 180

" Shoulder, 140 130

" Liver, 130 120

Pigs' Chittlings, 60 50

" Feet, 100 90

" Fry, 110 100

" Head, 80 80

" Heart, 60 50

" Kidneys, 80 70

" Liver, 100 80

Pork, Chop, 150 140

" Corned, 130 120

" Leg, 150 140

" Fat or Lard, 110 100

Sheeps' Head and Feet, set 340 320

" Heart, 50 40

" Kidneys, 80 70

Sucking Pigs, 1750 1000

Veal, 140 120

Poultry.

Capon, 250 220

Ducks, 140 120

Eggs, Hen, 100 —

" Duck, 100 —

" Salt, 120 —

Fowls, 180 160

Geese, 120 110

Partridges, 350 300

Phasants, Canton, pair \$1.80

Pigeons, 15